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## **Background on Proposed Rule for Changes in Federal Fuel Economy Standards for Light Duty Trucks: “Reformed CAFE”**

*The State and Territorial Air Pollution Program Administrators and the Association of Local Air Pollution Control Officials (STAPPA/ALAPCO) prepared the following summary of the proposed rule (<http://www.4cleanair.org/newsTop.asp>):*

### **New CAFE Standards Proposed (August 23, 2005)**

The U.S. Department of Transportation (DOT) has proposed a modest increase in fuel economy standards for light-duty trucks, some sport utility vehicles (SUVs) and minivans; DOT says these changes are expected to cut nationwide fuel consumption by 10 billion gallons over the lifetime of vehicles sold during the 2008 through 2011 model years. This proposal does not affect the passenger car standard of 27.5 miles per gallon (mpg) or extend standards to vehicles weighing between 8,500 and 10,000 pounds, a category that includes the Hummer H2, Ford Excursion and the Chevy Suburban. The proposal would divide light-duty trucks and SUVs below 8,500 pounds into six categories based on the vehicle footprint. Under the current system, light duty truck manufacturers are required to meet a CAFE standard of 21 mpg increasing to 22.2 mpg in 2007. Under the proposed reformed CAFE approach, fuel economy for the lightest category of vehicles would increase to 28.4 mpg by 2011, while the fuel economy for the heaviest category would be set at 21.2 mpg. During the phase-in period 2008-2010, manufacturers may choose to meet the existing unreformed CAFE standard which divides vehicle fleets into two categories – passenger vehicles and light-duty trucks or they may choose to adopt the reformed CAFE approach. By 2011, all vehicle manufacturers will be required to use the reformed CAFE approach. The Administration also includes the following language in the proposed rulemaking relevant to states’ green house gas rules, “We affirm our view that a state may not impose a legal requirement relating to fuel economy, whether by statute, regulation or otherwise, that conflicts with this rule. A state law that seeks to reduce motor vehicle carbon dioxide emissions is both expressly and impliedly preempted.” (*end summary*)

The Department of Transportation website provides the following documents at <http://www.nhtsa.dot.gov/cars/rules/cafe/> (*needs one additional click to be redirected*):

- News Release
- Notice of Proposed Rulemaking
- Preliminary Regulatory Impact Analysis
- Draft Environmental Assessment